

NAPLES (NAP/LIRN)

Elevation 294ft

CATEGORY B

AV brief – required

BAV AV brief – not available

GENERAL

- Airfield is in the N outskirts of the city of Naples.

Threats**CFIT**

- High ground runs from NW round to the SE.
- Mt. Vesuvius ~4,200ft asl 7.5 nm SE.
- Ridge to ~ 5,200ft amsl, crossing the Rwy 24 approach at 13 nm with a 3,650ft asl peak just S of the centreline.
- W and SW are hills and obstructions to over 900ft amsl within 3 nm.
- At 4 nm WSW and only $\frac{3}{4}$ nm N of the Rwy 06 approach path is a mast to ~1,750ft asl. These hills and obstructions dictate the steep approach to Rwy 06 and the turn on to a S'I heading after take-off Rwy 24.
- At night Rwy 06 is difficult to pick out against background lights. **The mast to ~1750ft asl is difficult to see at night even though it has red hazard lights. The aircraft MUST NOT be allowed to drift to the LEFT of the Rwy 06 extended centreline.**

Runway Excursion

- Landing threshold Rwy 06 is considerably inset due to terrain.
- Poor drainage may lead to standing water on Rwy 06/24 after heavy rain. Pilots should not rely on ATC to volunteer runway surface state reports, this information should be requested when required.
- The touchdown zone of Rwy 06 is relatively short, as well as the runway having a downslope. This can lead to long landings.
- Rwy 24 has an upslope, which combined with a 3.33 degree approach, may cause heavy landings.

Loss of Control

- Large flocks of birds reported around threshold and holding point Rwy 06.
- Strong winds produce turbulence and WINDSHEAR due to terrain.

Special Considerations

- Wide bodied aircraft have to use extreme care while taxiing due to the width of taxiways and proximity of terminal buildings.

ARRIVAL
Diversions Airports

ROME (Fiumicino)	FCO/LIRF	108 nm/301°T	CAT A
PISA	PSA/LIRP	241 nm/314°T	CAT B
BARI	BRI/LIBD	113 nm/082°T	CAT A
BOLOGNA	BLQ/LIPE	256 nm/329°T	CAT A
GENOA	GOA/LIMJ	321 nm/311°T	CAT B
ROME (Ciampino)	CIA/LIRA	94 nm/306°T	CAT B

- Joint civil and military airfield.
- Rwy 24 should be used where possible for landing due noise and terrain.
- Arrivals are normally radar vectored but it is necessary to monitor aircraft position and MSA.

Approach

- Local NDBs have been reported unreliable.
- Accepting vectors west of AGOTI is inadvisable due terrain.
- The Rwy 24 ILS glidepath accuracy is suspect beyond 10 nm, initial descent using VS may be needed.
- When joining the glidepath from above beware of a possible false glidepath at about 6°. The long straight in approach from Bento can be associated with variable winds leading to sudden and large increases in speed so it is advisable to keep the speed well back to avoid flap overspeed.
- Careful consideration of when to configure is advised.
- The Rwy 24 ILS W approach is based off the GASVA waypoint, introduced due to thunderstorms at BENTO on the ILS Z approach.
 - If the ILS W approach is sought after, please ask Rome radar to co-ordinate this with Naples. This will enable an earlier descent, potentially avoiding a high energy approach.
 - The ideal alt/speed at GASVA is 6000/210 or 5000/250.
 - The significant upslope combined with the 3.33° final approach needs to be noted for landing on Rwy 24, particularly at night where height judgment is difficult due to combination of a lack of runway centreline lights and lit buildings under the approach.
- RWY 24 ILS W is susceptible to erroneous lateral guidance from the FMS under certain wind conditions. Review FCOM Section “Erroneous Lateral Guidance in NAV Mode with LOC Mode Armed during Approach” prior to commencing approach and closely monitor aircraft position relative to the planned track after passing the IF (D11 NAP/D7 POM).
- Speed Restriction apply during Missed Approaches.
- There is flashing white guidance from 1.6 nm finals Rwy 06.
- Rwy 06 NIGHT LANDING – 06 ILS/DME, LOC or VOR/DME procedure must be used
- Expect radar vectors for feed into the Rwy 06 ILS/DME or VOR/DME profile.
- If you are expecting a shortcut for the ILS Z R06, expect radar vectors to OLEVA waypoint (13d from threshold).
- Approaches to Rwy 06 use a glidepath of 3.5° with PAPIs to match. Significant downslope on the runway makes it easy to drift high when the automatics are disconnected; careful handling is needed to avoid GPWS activation.

- The ILS to Rwy 06 is offset by 3° and intercepts the runway centreline 0.75 nm before the threshold.
- The VOR/DME approach uses 'POM' which reads 5.4 d at the threshold.

BAV Crew Reports

- *Crews report radar vectors for Rwy 06 are often tight leading to possible rushed approaches.*
- *Naples ATC may vector you in for a 10d final.*

GROUND

- Radio load sheets not permitted. Do not depart stand before receiving final load sheet figures via ACARS.
- Note the one way clockwise taxi route around positions 41-44 require a left turn when vacating Rwy 24 at B.
- Initial departure procedure is to call the handling agent frequency to release you to apron prior to pushback.

DEPARTURE

- Request clearance 10 mins before ready to start engines.
- Engine start only after push-back unless APU inoperative.
- The Performance Manual contains details of Emergency Turn Procedures.
- Take-off performance on Rwy 24 may be limiting at moderate temperatures due to the runway upslope and obstacles.
- Crews requesting departure using Rwy 06 (When Rwy 24 is in use) should advise ATC no later than 15 mins prior to start up clearance.
- Noise fines have been levied – refer to NADP profile and track keeping guidance in the Performance Manual.

WEATHER

- Occasional early morning fog, mainly in Spring.
- Visibility often reduced by smoke haze.
- Occasional frontal weather, but ceilings below 600ft are rare.

OPERATIONAL INFORMATION

Handling Agent	AVIATION SERVICES NAPLES
Handling Agent VHF	131.675
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Airport (FEGP) – Use ground power at all times GHA (GPU) – Use ground power for contracted time ONLY (45mins), then use APU
If BOTH electrical power and air conditioning is required:	Use APU for air-conditioning (Keep ground power connected according to guidance above to reduce fuel burn)

